



LEROY D. BACA, SHERIFF

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169



March 8, 2007

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
Los Angeles, California 90012

Dear Supervisors:

**JOINT POWERS AUTHORITY FEASIBILITY STUDY WITH THE SURROUNDING
FOUR COUNTIES TO PROVIDE LAW ENFORCEMENT SERVICES TO THE
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY-METROLINK**

On December 5, 2006, your Board requested the Los Angeles County Sheriff's Department (Department), the Chief Administrative Officer, and Metrolink conduct a feasibility study that includes the benefits and drawbacks of a possible partnership or Joint Powers Authority (JPA) with the surrounding four counties to provide Southern California Regional Rail Authority-Metrolink (Metrolink) with law enforcement services.

Metrolink is a JPA and has been since inception. It is comprised of representatives from the transit authorities of Los Angeles, Ventura, Riverside, San Bernardino, and Orange Counties. If law enforcement services were not provided by the Department, Metrolink would need to enter into an agreement with another law enforcement service provider or distribute contract services among several law enforcement providers.

The Department contacted the Ventura County, Riverside County, San Bernardino County, and Orange County Sheriff's Departments to determine the feasibility of other sheriff's departments contracting with Metrolink for law enforcement services.

Sheriff's departments throughout the State are similar in their missions and provisions of service, but each has differences in overhead costs, salaries and benefits, liability insurance rates, and the amount of contract service each agency is willing or able to provide. The sheriff's departments from the four surrounding counties would see an increase in revenue if contracted to serve Metrolink in their county, but have elected not to do so.

A Tradition of Service

- Ventura and Riverside County Sheriff's Departments declined to provide contract services to Metrolink due to the small amount of Metrolink service and track in their counties. Both agencies stated if contracted to serve Metrolink in their respective counties, they would need to create a unit and hire additional personnel to staff the contracted positions.
- The San Bernardino County Sheriff's Department stated that Metrolink had previously requested a bid for law enforcement services from their agency, but declined because they do not have a unit or personnel dedicated to providing law enforcement services in the transit environment. If contracted to serve Metrolink in their counties, they would also need to create a unit and hire personnel to staff the contracted positions.
- The Orange County Sheriff's Department currently has a unit dedicated to providing transit law enforcement services, which is restricted solely to busses. The Orange County Sheriff's Department and the Orange County Transit Authority had no comment concerning providing law enforcement services to Metrolink.

The Department would not support any reduction in personnel since it would still be required to handle the contracted duties of providing law enforcement service on the trains, including patrol of the right-of-ways, fare inspection and enforcement, as well as planning and coordination of homeland security matters on the lines within Los Angeles County. Transit Services Bureau found that relatively few Department resources were dedicated to providing law enforcement service outside of Los Angeles County, while the County enjoyed the benefit of an expanded contingency of available law enforcement personnel as a result of the Metrolink contract. In a snapshot study of services provided to Metrolink, the Department reports the following:

- 92 percent of all fare enforcement citations issued on Metrolink's behalf over the six months ending October 31, 2006, were issued in Los Angeles County.
- 72 percent of the total passenger miles traveled and most calls for service on Metrolink trains occurred within Los Angeles County.

The Department currently provides Metrolink with a centralized, cost efficient, full service law enforcement resource. Providing that other county sheriff's departments were interested in providing law enforcement services to Metrolink, and Metrolink chose to transition over to a distributed law enforcement model, Metrolink would lose the "one stop shop" advantage that simplifies the agency's operations. Metrolink would be forced to establish liaison and avenues of communication with five different law enforcement agencies, and issues that arose between Metrolink and any of the

contract agencies, such as requests for law enforcement response, service performance, contract compliance, citizen complaints, crime trends, crime prevention, and special event planning/staffing would require five separate requests. Metrolink would be forced to coordinate with multiple law enforcement agencies to implement required changes, and an increase in staffing at Metrolink would most likely be required to manage contracts, receive and review the monthly reports required to show contract compliance, and stay current with the training demands for incoming personnel.

The Department coordinates law enforcement with local jurisdictions in the six adjacent county service areas via 57 Memorandum of Agreements, mutual aid agreements, and other cooperative agreements. Through these agreements, the Department has the responsibility for all on-board incidents regardless of where they occur in the six-county service area, and there are clear protocols established for outside agency law enforcement response and follow-up should incidents occur outside the Department's jurisdiction. Interoperability issues with surrounding agencies over critical incidents occurring on the trains as they cross transparent boundaries are avoided with one Department maintaining law enforcement jurisdiction throughout the entire system.

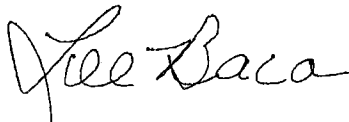
In addition to the day-to-day responsibilities of protecting train riders and the communities adjacent to member-owned rights-of-way, the Department provides immediate and locally oriented safety/security strategies for the voluminous and potentially-hazardous private freight trains that use the routes owned by Metrolink's member agencies.

Metrolink officials have stated that they are not desirous of creating a more complicated structure that would result in a significant increase in costs to their agency, and do not believe it would be efficient for Metrolink to transition to a distributed model of law enforcement and duplicate the services already provided by the Department.

The Chief Administrative Officer has reviewed and concurs with this report.

If you have any questions or concerns, please feel free to call Chief Sandra Hutchens, Office of Homeland Security, at (323) 526-5755.

Sincerely,

A handwritten signature in black ink, appearing to read "Leroy Baca", written in a cursive style.

LEROY D. BACA
SHERIFF